(iii) A network of forest mobile squads and check-posts have been established to control forest offences.

(d) The State-wise targets for afforestation activities are fixed on annual basis depending upon the financial allocation in Central and State Plans. The achievements under 20-Point Programme during the last three years in the State of Gujarat are as under:—

Year	Area Afforested (in ha)	Seedlings distributed (in lakhs)
1992-93	64247	2281.46
1993-94	73712	1631.76
1994-95	65652	1565.56

Conversation of National Highways into Super Highways

381. SHRI K. RAHMAN KHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the proposed Super Highways are seperate Highways or the present National Highways will be converted to Super Highways;

(b) if they are now Highways, then what is the proposed period of construction of the Super Highways under BOLT Schemes; and

(c) whether the land for the new Highways will be acquired by Government and whether Government have already initiated the land acquisition?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Proposed Super National Highways are at the present, being conceptualised as separate Highways.

(b) and (c) Period of construction, acquisition of land by Government and initiated action thereon will depend upon the results of feasibility studies. As advertisement had been issued calling for applications from private parties for carrying out feasibility studies. It is, therefore, too early to indicate a time frame.

Delay in Setting up State Level Review Committee of TADA

382. SHRI BHUPINDER SINGH MANN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that TADA panel is yet to be formed in spite of the Supreme Court directive to set up State-level review committees and assess each TADA case and relese the detenus;

(b) whether it is also a fact that no State level review committee has been set up after more than 2 months have passed without any charge sheet by police against the TADA captives;

(c) if so, the reasons therefor and by when such detenus will be released; and

(d) the number of cases of such detenus in Punjab which are pending?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI RAJESH PILOT): (a) to (d) In pursuance of the directions of the Supreme Court in its judgement dt. 11.3.94 review committee have been constituted by the Central Govt. as well as by all the States/UTs implementing TADA. The meetings of these committees are being held periodically.

Steps to Prevent Railway Accidents

383. SHRI KAILASH NARAIN SARANG: Will the Minister of RAILWAYS be pleased to state:

(a) what is the number of railway accidents which took place between January to June in the year 1995 alongwith the name of the accident sites;

(b) what were the causes of these railway accidents and what was the extent of the losses to life and property; and

(c) what special steps have been taken to curb the increasing number of railway accidents?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) There were 206 consequential train accidents on the Indian Railways during the period 1.1.95 to 30.6.95. Zone-wise break-up of these accidents is as under:—

Railway	No. of accidents
Central	19
Eastern	12
Northern	43
North Eastern	18
Northeast Frontier	12
Southern	30
South Central	15
South Eastern	38
Western	19
Total	206

(b) As per provisional information, 117 accidents were caused due to failure of railway staff, 39 due to failure of persons other than railway staff, 28 due to equipment failure, 5 due to incidental factors and 3 due to sabotage while 14 cases are under investigation.

199 persons lost their lives and 508 sustained injuries in these accidents.

Cost of damage to railway property in these accidents has been estimated as Rs. 18.67 crores.

(c) Some of the measures taken to reduce the number of accidents are:—

(i) Nearly 17,000 drivers with less then 10 years active driving service and 40,000 station staff have been subjected to special screening and those found deficient were given crash training.

(ii) Two high-level safety teams have been making extensive spot checks and inspections of field installations and practices.

(iii) stringent penalty to the extent of dismissal or removal from service is being imposed on staff causing serious train accidents.

(iv) Elimination of collisions have been made one of the mission areas for the General Managers of the Indian Railways

(v) Instant Action Groups have been formed on cetain nominated trains to check entry of unauthorised passengers in reserved coaches and persons carrying inflamable/explosive material.

(vi) Carriage and Wagon examination of rolling stock has been strengthened and rationalised.

(vii) Track circuiting works on Rajdhani and Shatabdi routes have been speeded up.

(viii) Overdue track renewals on all important routes are being liquidated.

(ix) Regular inspections are carried out by Officers, Inspectors and Supervisors to ensure that the staff follow the correct rules and procedures.

(x) Modern safety aids like track circuiting, panel interlocking, axle counter, etc. have been provided to improve safety.

Illicit Transportation of Timber from River Godavari in A.P.

384. SHRI T. VENKATRAM REDDY:
SHRI G. PRATHAPA REDDY:

Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) whether it is a fact that additional vigilance is required for protecting valuable task and rose wood forests of forest ranges along river Godavari in Andhra Pradesh;

(b) whether huge quantities of logs are transported illigally on the river Godavari